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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Poland	REPORT NO.	<input type="text"/>	25X1
SUBJECT	1. Aircraft Engine Factory at Psie Pole. 2. Location of Aircraft Engine Factories at Okecie, Rzeszow, Mielec and Lublin	DATE DISTR.	1 October 1953	
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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(FOR KEY SEE REVERSE)

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1. In the summer of 1952 there were in Poland five factories making aircraft engines. All carried serial numbers. The factories were situated as follows:
 - a. At Okecie, near Warsaw.
 - b. At Rzeszow, east of Krakow.
 - c. At Psie Pole (Hundesfeld) near Wroclaw. After the war this factory was called Panstowe Zaklady Lotnicze, later renamed Fabryka Silnikow Lotniczych, and in 1951 its name was again changed to Wytownia Sprzetu Komunikacyjnego and it was given the number 3. The name camouflaged the real purpose of the factory.
 - d. At Mielec not far from Rzeszow.¹
 - e. At Lublin.
2. The factory at Psie Pole is situated about 1.2 km east of the Psie Pole railway station. This is an ex-German aircraft factory, which after the war was fairly thoroughly plundered and dismantled by the Russians, who left only a few hand machines.² The factory was later used as some sort of metal-workers' shop. Reconstruction began in 1948 and lasted for some time; aircraft production began towards the end of 1951.
3. The factory lies between the road and railway line Wroclaw-Olesnica (to the north) and the road from Hundesfeld to Gross Weigelsdorf. To the south of the road, and not far distant, flows the small river Widawa. The factory buildings occupy an area of about 1,100m. from east to west and about 600 m. from south to north.

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4. The whole area is fenced in with wire mesh 2.5 meters high, with another half meter of barbed wire on top. All round this fence wooden towers about four meters high and 100 - 150 meters apart have been built, on which two KBW (Security Corps) men keep watch day and night. The boundaries are also patrolled at night by KBW men with police dogs. The KBW division which guards the factory consists of 180 - 200 men.
5. The factory employs some 3,000 persons of whom over 250 are officials, and of these officials more than half are women. Apart from these, roughly 15% of the factory workers are women. Many employees live in the workers' houses outside the factory grounds.
6. Production is on the continuous belt system, on two belts. During the period of this report the factory did not suffer from any shortage of materials or tools. The final stages of production and control were in the hands of Polish technicians who wore Polish air force uniforms, and these in turn came under the permanent control of about 70 Soviet technicians wearing the uniform of Soviet staff officers or, in some cases, of the P.A.F. The general director of the factory was a Jew from Lwow named Nalepa, (fnu).
7. The factory produced Soviet model YAK engines for fighter aircraft. These were seven-cylindrical radial engines, but further details are not known. All engine parts were produced here. In January 1952 new Soviet plans were introduced as well as Soviet work norms and methods. The plans were explained to foremen and technicians by Polish draughtsmen and constructors. After this, production rose considerably, reaching a daily total of 30 engines which were loaded every night on to railway cars and dispatched the same night to an unknown destination. Apart from this, the factory did not work at night.
8. The engines were packed in large wooden cases and loaded at the end of the branch railway leading to the factory from Psie Pole station. (See sketch). The factory had its own shunting engine, which always took the railroad cars to and from the factory boundary, from where the ordinary railway locomotive took them to and from Psie Pole station. During the change-over of locomotives, two KBW men guarded the factory entrance to see that no railway men entered the grounds.
9. In January 1952 machinery for making ammunition was installed in the western wing of the factory. This machinery came from Russia in pieces and was assembled in the factory; 40 mm shells are known to have been made. Measuring equipment (sic) was prepared before the erection of the machinery. Up till April 1952 production had not started, but the shell prototypes were ready. Parts of the factory were still empty and unused at the time.
10. In September 1952 some of the Psie Pole employees were attending a two-month course in the factory at Okecie, nearly all of them working with various precision tools so that on their return they could use similar tools and machines which were then being installed in Psie Pole. These tools were for YAK aircraft engine production.

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25X1 [REDACTED] further information on the Mielec and Rzeszow plants [REDACTED]
 25X1 [REDACTED] mention these [REDACTED] as being involved in the pro-
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Key to Sketch

1. The wire fence surrounding the whole factory area, along which are guard towers at 100 - 150 m intervals. The area is not well-lit at night as no work goes on except for loading and dispatching the railway trucks.
2. The main entrance to the factory grounds, through which all employees must pass. At the entrance there is a hut on each side of the road where those entering or leaving are checked in and out or questioned. The western part is for men and the eastern for women.
3. The 3-story administration building in which all the factory offices are situated.
4. A single-story building occupied by the heads of the board and the so-called "Social Action."
5. A long, new single-story building containing dining hall and kitchen.
6. A technical school (Technikum Mechaniczne) in which boys of 16 to 18 years receive their technical training while doing practical work in the factory. This school corresponds to a 7-grade state school, but also a trade school.
7. The garage.
8. This building contains equipment for oiling new aircraft engines.
9. The factory building proper. It has three stories. The engine production machinery is on the ground floor and the first floor of the eastern wing, to which the railway leads. There is also a loading ramp here. The plans and archive section, where draftsmen and some technicians work, is on the first floor of the southwestern wing. Aircraft engine assembly takes place on the second floor of the eastern wing.
10. Ammunition production is carried on on the ground floor of the western wing. Several large halls on the first and second floor of this wing were empty during the period covered by this report.
11. The main entrance to the factory building, through which all employed here must pass. Two KBW guards are stationed here and occasionally check identity documents.
12. The road which runs through the factory grounds from one side to the other, north to south.
13. The factory railway, leading to Psie Pole station.
14. Dwelling houses for factory workers. Many of these were built by the Germans, but others were built after the war and still more are under construction. It is proposed to provide accommodation here for two-thirds of the workers. The remainder live in nearby villages and some officials as far away as Wroclaw, whence they travel to work by rail.
15. Psie Pole (Hundesfeld) railway station.

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